

## MINUTES ADOPTED BY THE CITY COUNCIL

Greenville, NC  
October 6, 2003

The Greenville City Council met in a regular meeting on the above date at 6:00 PM in the City Council Chambers, third floor of the Municipal Building, with Mayor Robert D. Parrott presiding. The meeting was called to order, followed by the invocation by Council Member Little and the pledge of allegiance to the flag. The following were present.

Mayor Robert D. Parrott  
Mayor Pro-Tem Ric Miller  
Council Member Mildred A. Council  
Council Member Ray Craft  
Council Member Pat Dunn  
Council Member Rose H. Glover  
Council Member Chip Little  
Marvin W. Davis, City Manager  
Wanda T. Elks, City Clerk  
David A. Holec, City Attorney

### APPROVAL OF AGENDA

City Manager Davis reminded the Council that the West Greenville Regional Resources Inc. memorandum of understanding has been added to the agenda.

Motion was made by Council Member Craft and seconded by Mayor Pro-Tem Miller to approve the agenda as presented. Motion carried unanimously.

### APPROVAL OF CONSENT AGENDA - APPROVED

Motion was made by Council Member Craft and seconded by Mayor Pro-Tem Miller to approve all the items under the consent agenda as listed below. Motion carried unanimously.

- (1) Minutes of the September 8 and September 11, 2003 City Council meetings
- (2) Consideration of various tax refunds.

| <u>Name</u>                             | <u>Reason</u>                                  | <u>Amount</u> |
|---|--|---------------|
| Michael S. and Machell<br>B. Clark, Sr. | Vehicle not taxable in Pitt County             | \$235.23      |
| Pro Golf Discount of Greenville         | Business personal property charged<br>in error | \$101.57      |
| Seldom Rest Farms, LLC                  | Vehicle charged in city limits in<br>error     | \$302.73      |
| The Bud Group                           | Business personal property listed<br>in error  | \$917.02      |

|   |                          |          |
|---|--------------------------|----------|
| Ann Satterthwaite and Hubert<br>White Satterthwaite | Prorate taxes on vehicle | \$131.83 |
| Firststar Bank NA                                   | Prorate taxes on vehicle | \$107.21 |

PRESENTATION ON THE REGIONAL CITY, COUNTY, ECU, AND HOSPITAL TRANSIT  
FEASIBILITY STUDY

City Manager Marvin Davis informed the Council that this same presentation was given this morning to the County Commissioners as one of the partners in this transit study.

Mr. Tom Tysinger, Director of Public Works, stated that the study started in October 2000 and included the City of Greenville, Pitt County, East Carolina University (ECU), and Pitt County Memorial Hospital (PCMH) along with the North Carolina Department of Transportation (NCDOT) as the main funder of this project. The purpose of this study was to try to determine if this area is ready for regional public transportation. Out of this study came recommendations on how to improve the current public transportation, how to better coordinate between the services that are being provided now which are all different and apart from each other, and ultimately how the City could years from now make public transportation more viable and successful in this area. Wilbur Smith Associates prepared the project and has sent Robert Bush to give the presentation to Council. At the end of the presentation, staff would like for the Council to give them some direction as far as developing an implementation plan and bringing more information back to Council at a later time.

Mr. Robert Bush of Wilbur Smith Associates gave a brief presentation of some of the highlights of their findings and recommendations for the overall study. There were five overall participants including the City, the North Carolina Department of Transportation, East Carolina University, Pitt County Memorial Hospital, and Pitt County. All participants have contributed their efforts and information. Wilbur Smith and Associates has also done an extensive public outreach as part of this study. Not only have they interviewed many of the local elected officials, but they also have done a special survey effort of the East Carolina University students back in the 2000/2001 timeframe to gather more information on their views on not only the City transit services, but also their own transit services and transit in general. They have held a number of open houses both in 2001 and 2002. Regular meetings were held with the Steering Committee. A number of challenges have been identified to implementing a regional transit system here and transit in general phases in the region, one being the continuing growth throughout the area, showing that Greenville is a growing area and that the County is growing. Over the last 20 years, the City has shown continued growth, which brings increasing problems and an increasing need to provide parking as people bring in additional cars. The growth of the City during that period is 68 percent; Pitt County, 48 percent; East Carolina University, about the same; and Pitt County Memorial Hospital, 459 percent. That is going to have significant traffic and parking implications around the hospital. The transit services of East Carolina University and the City are uncoordinated and, in some cases, actually compete with one another where they operate in the same proximity. There isn't any general public service available outside of the areas served by the City of Greenville system. If a person lives beyond a quarter of a mile of one of the GREAT routes, the public transit service is not available to that person.

Mr. Bush continued by stating that there is a growing concern about air quality, primarily reflecting the increase in the vehicle miles that are being traveled. There is an increasing demand for parking, which has an effect on Greenville around the University as more and more students come in and have to find some place to park their vehicles during the day. Growth has been phenomenal during the past 20 years, with that of Greenville being up 68 percent, Pitt County up at 48 percent, East Carolina University up about the same, and Pitt County Memorial Hospital up 459 percent. That is going to have significant traffic and parking implications around the hospital.

Mr. Bush stated that they took a look at the residential location of the East Carolina University students last fall to see how many students were within a quarter mile of transit services now. Even though there were a number of students that were served just by the University transit and an additional amount served just by GREAT, some students had service from both of them and 45 percent did not have service from any of the providers. The students living beyond the quarter of the mile walk of either ECU or the GREAT system may be within the City of Greenville or may be in the unincorporated portions of the County. At any rate, the students do not have service readily available to them, which means that the only way that they are getting to the University is by driving or getting somebody else to drive them. Then students have to find some place to park. Obviously, as the population continues to grow, more and more cars are going to be coming into the campus area.

Mr. Bush stated that general public service is a transit term that typically means people who can get around on their own and who are not members of or receiving any special social service programs. Only a tiny portion of the County actually has general public service available to them. Overall, the recommendations are divided into two time periods. One is short term, which is two years or less, and long term is more than two years. Short term is focusing on improving the system and doing some structural changes to the service. In regards to the longer term, they are recommending continuing what has been set up in a short term. One of the recommendations is to create a transit working group which is essentially the group that has been steering the study as they have gone along composed of representatives of the City, the County, East Carolina University and the Hospital. They have managed to create a good dialogue among the different institutions and have been able to keep each other informed of transit related issues. They are recommending that this continue regardless of what takes place with the rest of the recommendations. It is recommended that the existing services in some cases get opened up to the general public service. That applies primarily to the services that are offered by the County, which currently serves the majority of the County area outside of Greenville. It is recommended that the general public be allowed to use that service. Along with that, the County is going to get additional money from the Department of Transportation to offset that cost. They are also recommending that a couple of East Carolina University routes be opened to the general public. There have been some good discussions with them. This will allow more services to be offered to the hospital area as well as some of the shopping locations in town. They also realize that there is a lot of pride in the services offered by East Carolina University and the Hospital. Many of their services are serving strictly internal destinations, i.e., the shuttle system through the parking lots. It is recommended that they would continue to be operated separately by each of the institutions. They are recommending a coordinator vehicle procurement plan to improve the efficiencies overall, some fair structure changes. All of this is designed to maximize the amount of federal funds that are coming into the City and County. Currently, the City is appropriated

about \$600,000 a year through the federal formula funds. Right now, the City is not making full advantage of that because of the lack of a corresponding local match. Through these recommendations, they will be able to increase the amount of local match that is available and bring in additional federal dollars that the City can leverage into additional transit services in the area.

Mr. Bush stated that the final point is that they are recommending a creation of a public transit authority for the Pitt County region. This is possible under existing enabling State legislation and would require an interlocal agreement between the City and the County. That would allow one unit of government then to focus strictly on improving transit services and the coordination among the providers here. He thinks that the City would go a long way toward increasing the level and quality of transit services that are available to the residents. The setup would be similar to the successful Airport Authority that is already in place between the City and the County. Representation would be seen obviously from each of the groups that would be on the board. It was mentioned that the intent of this is to get direction from the Council to continue this process. One of things that it could ultimately lead to would be to figure out all the details related to the authority and how best it would function. They certainly encourage the Council to continue that.

Mr. Bush stated that for the longer term it is a continuation of the short-term aspects. The special note would be to review the authority legislation. Under the existing enabling legislation right now that the Council can take advantage of, there is no funding availability for the authority. The City would have to continue to fund transit authorizations from the City and County coffers just as it is done today. The legislation does not give the authority any independent taxing ability. It is recommended that the Council review the powers of the authority in the longer term and see if the Council needs to work through the legislature to gain any additional abilities and powers that would be appropriate. Also, it is recommended that the Council continue the expansion of services over what has begun now so that service is offered throughout the entire area of Greenville and beyond that throughout the County and perhaps even to the adjacent counties.

Mr. Bush then reviewed the overall benefits for the City if the Council follows through on these recommendations. The first is that everybody would gain access to public transit services. It really is a public service that is being provided as fire protection, libraries and other things that the City does. Public transit is one more service that would be available to all residents under these recommendations, not just to residents that happen to live within a quarter mile of the existing services. It would also reduce the amount of duplicate service that is available by having one agency in control over it. Under the authority, that could then make sure that duplicate service is not being provided yet that all areas that need service continue to receive it. It provides a seamless system so that transfers are easier among the systems. There would be a coordinated fare service, maximization of the amount of federal and state funds that will be coming in and leverage of local funds. In general, a higher quality of service to all residents of Greenville and the County is provided.

Upon being asked to confirm that the City is the designated agency to receive the federal funding, Mr. Tysinger stated that the GREAT system is designated, so the City receives the federal dollars.

Upon being asked how much the City paid for the four buses that were recently purchased for a total of about \$1 million, Mr. Tysinger, stated that the City paid \$100,000 for all four buses, which was ten percent. The rest of the money came from federal and state dollars.

Upon being questioned about whether the authority would become the designated body that would receive the federal money if a transit authority is established and whether the County and University would see a dramatic reduction in the amount that they would be spending on buses, Mr. Tysinger responded that was particularly the case with East Carolina University.

Mr. Tysinger recognized Jeff Crouchley, the NCDOT Public Transit Division liaison and Council Member Dunn for their work. He informed the Council that the Public Transportation and Parking Commission has had two representatives on the Steering Committee. They have been following through on this process since the beginning and have been involved as well.

City Manager Davis stated that if the Council is interested in pursuing the next step, they will continue discussions with the entities, particularly the County at this point in time regarding establishing an authority. The staff needs to develop all of that and bring it back to Council for future consideration. This is the framework that the analysis has pointed staff to.

Council Member Dunn stated that it is not a commitment tonight to set up an authority but to see what it would look like.

The question was asked whether the students bus system at the University is operated by the students' funds or the State's funds, and Council Member Dunn replied that the bus system is funded through students' activities fees.

City Manager Davis stated that it would still be eligible for matching funds.

Upon being asked if the students have their own transit board, Mr. Tysinger stated that staff is dealing with some administrative staff that oversees the operation of the students' transit system. The students are involved but they are not a board.

Motion was made by Council Member Dunn and seconded by Mayor Pro-Tem Miller to approve the study recommendations, direct staff to further develop the short-term recommendations, and bring back to Council implementation strategies for regionalizing public transportation. Motion carried unanimously.

**RESOLUTION DESIGNATING AN AGENT OF THE CITY OF GREENVILLE TO APPLY FOR FEDERAL ASSISTANCE, UNDER THE ROBERT T. STAFFORD DISASTER RELIEF AND EMERGENCY ASSISTANCE ACT, ASSOCIATED WITH HURRICANE ISABEL - ADOPTED**

Deputy City Manager Bill Richardson reported to the Council that the morning after Hurricane Isabel passed through, September 19, Greenville sent police officers, fire/rescue personnel and public works employees to Elizabeth City and Edenton to assist them as they tried to recover from the hurricane. Greenville Utilities Commission sent 40 to 50 employees to Edenton. The City staff also provided delivery of personal items to employees of Edenton and Chowan

County. He is proud of the efforts of City and Greenville Utilities staff when their assistance was needed.

Motion was made by Council Member Craft and seconded by Mayor Pro-Tem Miller to adopt the resolution designating an agent to apply for federal assistance, under the Robert T. Stafford Disaster Relief and Emergency Assistance Act. Motion carried unanimously. (Resolution No. 03-46)

#### ORDINANCE FOR THE TRAFFIC CONTROL PHOTOGRAPHIC SYSTEMS - ADOPTED

City Manager Davis stated that the traffic control photographic system is sometimes known as the red light camera system. This is an item for which the City of Greenville has received special legislation from the North Carolina General Assembly. The system has been successfully used in other cities. The three steps in actual implementation of this system are (1) consideration of the ordinance to the Council, (2) receiving proposals from an installer and operator, and (3) implementation.

Mr. David Brown, City Engineer, stated that in 1999, the City of Greenville received authorization through State legislation to utilize a traffic control photographic system. The system will utilize cameras to enforce a City ordinance for red light running. The ordinance provides for the civil enforcement of stop light violations utilizing a traffic control photographic system and establishes a civil fine of \$50.00 for a violation of the ordinance. It also provides that a violation shall not result in points being assessed to a driver's license or in insurance points being assigned. It provides for a nonjudicial administration appeals process and requires that the citation clearly state the appeals process. Adoption of the ordinance would allow the enforcement of stop light violations where that system is in use. In locations that the system is not being utilized, the standard practices for enforcement of an infraction would be followed. Those type of enforcements would still be utilized and result in the assessment of points to a driver that is cited by a police officer. If adopted, the next stage of this process would result in City staff going through a selection process to identify a vendor or consultant who would provide these services. The consultant would be responsible for providing all equipment, installation, maintenance, and photographic review. To begin the initial process the consultant would also be responsible for identifying those intersections where this technology would be utilized. The staff would then go into the construction phase, which would also involve looking at the various intersections. Staff would obtain approval from the North Carolina Department of Transportation to utilize this equipment if State intersections are involved. Mr. Brown stressed that this technology is primarily for safety. It is utilized to reduce accidents at signalized intersections through or associated with red light running. Also, a benefit would be to slow down traffic through the intersections. The contractor that is selected will be responsible for the administration of the program. Staff will be assisting with its implementation and reviewing the program as it goes along. There are other cities that have already implemented this type of program. Charlotte has had a program in operation for several years and it has been quite successful. Other cities that have followed are Wilmington, Rocky Mount, and Fayetteville and those cases have been successful.

Miss Jennifer Smith, Executive Director of the Safe Communities Coalition of Pitt County, stated that in the City Council's package there is also a resolution that was passed by the

Coalition in support of the Greenville's red light enforcement program. One of the major goals of the Safe Communities Coalition is to make Greenville and Pitt County one of the safest places to drive in North Carolina. Throughout the United States each year more than 800 people die and nearly 200,000 are injured in crashes that involve red light running. The results estimate \$7 billion being spent on property damage, medical bills, loss of productivity and insurance increases. As a group, red light runners are younger, less likely to use seat belts, have poor driving records, and drive smaller, older vehicles than drivers who stop for red lights. Red light runners are more than three times likely to have multiple speeding convictions on their driving records. Since the implementation of some of the red light camera programs, in some of the cities like Charlotte and Wilmington, crashes have been reduced as much as 37%. She stands to represent the Safe Communities Coalition in saying that they wholeheartedly support that this program be implemented in Greenville.

Council Member Little stated that this is a good program to implement and he is definitely in favor of it. He questioned if it is possible for all lights to be delayed at an intersection for a few seconds. When a person is driving, one light changes to red when another one turns to green. If all of them were red at one time, at that point people are not going at the same time.

Mr. Brown responded that during the operations of a traffic signal there is an all red phase. That is a part of the design of the signal and the purpose of that is to clear those vehicles that are already or may be stuck at the intersection. The City does utilize that mechanism and would substantiate its association with this ordinance for those individuals who are at the stop light or approaching the intersection and drive through the intersection when a light is red when they should not be doing so. The intent is to identify those individuals and cite them for that violation.

Mayor Parrott questioned whether there has been a reduction in the number of accidents and the amount of loss of life and property in Charlotte and other cities that have done this.

Mr. Brown stated that he recalls in past readings, there has been a reduction of over 30%.

Council Member Dunn summarized the information in the Council's package. It states that in Wilmington, North Carolina, angle crashes decreased 34%, rear-end collisions decreased 33%. In Charlotte angle crashes reduced 37%. Crash severity has been reduced 16% at the red light camera intersection.

Mayor Pro-Tem Miller questioned whether or not the same firm is handling all of those cities' programs.

Mr. Brown responded no and there are various vendors that provide this type of service.

Mayor Pro-Tem Miller stated that under this program all the capital expenditures are by the contractor and that staff will offer assistance. He questioned whether the program would require another position or would the City Engineer or other staff offer their assistance to the contractor an hour a day.

Mr. Brown stated that is correct. At this time, staff is not requesting an additional position for this program. The staff will be offering guidance and assistance in review during development stages and the initial operation stages. Once the system is in operation, staff will be performing periodic reviews of the consultant's work.

Mayor Pro-Tem Miller questioned who would select the locations of these lights.

Mr. Brown stated that the initial locations would be selected and identified by both. The consultant will be responsible for performing some research involved with that. Staff has identified an initial 20 intersections based upon accident history records for the past three years that were presented by the North Carolina Department of Transportation. Those will be reviewed in conjunction with the selected consultant for identifying specific needs or locations. Based upon that review, any additional intersections will also be reviewed.

City Manager Davis stated that there would be a mutual agreed upon list. Also, as safety at intersections improves, the cameras could be moved to other intersections as well.

Mayor Pro-Tem Miller stated that in concept the program is probably a good one. His concern is the right administration. Sometimes it becomes not a safety issue but a money issue and it's just another revenue stream. The Council certainly wants to make sure that if they pursue this program that they will listen to the input of the public and not be tied into a particular system or contractor that might not be as quite as ethical that the City would be without local law enforcement agencies providing this same type of service.

Mayor Parrott stated that it is his understanding that this is not a revenue source for the City. The monies that will be collected would be to pay the contractors.

City Manager Davis stated that is correct. Another thing that they can do if there are any monies that do come to the City, they could turn them back into safety for intersection improvement, signals improvement, etc. so that 100% of this program is dedicated to traffic and public safety. He appreciates Mayor Pro-Tem Miller's comments. He is correct by saying that no matter what kind of program it is, it is the quality of the person behind the program that really makes it work. The staff will have very tight criteria and specifications that would go to the contractor including when they respond, their operation and the City's oversight of their performance as they are doing this. If the contractor is not performing adequately, then ways to correct that would be determined or to change contractors will be considered.

Council Member Craft questioned whether there is a projected timeframe.

Mr. Brown responded that if the ordinance is adopted, the earliest might be December or January when staff will be coming back to Council with recommendations for a contractor. There would be a requirement of going through a selection process and negotiation process to ensure that the City is getting what it wants.

City Manager Davis stated that after that step the cameras would be installed in early to mid spring.



Council Member Dunn stated that staff certainly has data that suggests a reduction in the amount of accidents at the intersections. When the system is implemented, it would be very easy to determine whether there has been a reduction. The reason for implementing this system would be safety. If they do not see a reduction in the accidents either the wrong intersections were chosen or the program does not really do that.

Motion was made by Mayor Pro-Tem Miller and seconded by Council Member Dunn to adopt the ordinance regarding the Traffic Control Photographic Systems and authorize City staff to proceed with the contractor procurement process. Motion carried unanimously. (Ordinance No. 03-94)

ORDINANCE AMENDING THE TEXT FOR THE PLANNING AND ZONING COMMISSION MEMBERSHIP COMPOSITION INTENT AND EXTRATERRITORIAL JURISDICTION MEMBERSHIP – REFERRED TO PLANNING AND ZONING COMMISSION

Mr. Merrill Flood, Deputy Director of Planning and Community Development, reminded the Council that on September 8, staff was directed to come up with an ordinance that would assure a diverse background of individuals on the Planning and Zoning Commission. The proposed amendment addresses the make-up and also reduces the number of appointments that can be made by the County Commissioners from three regular members and one alternate to two regular members and one alternate, which will more accurately reflect a proportionate population from the extraterritorial jurisdiction area on the Planning and Zoning Commission. In consideration of appointments yet to be made by the County and the proposed revisions to the ordinance, a transition period with regard to appointments will be made.

City Manager Davis stated that he has spoken to the County Manager about this, and he has no objection.

Motion was made by Mayor Pro-Tem Miller and seconded by Council Member Little to forward the draft ordinance to the Planning and Zoning Commission for consideration at its November 18 meeting. Motion carried unanimously.

MEMORANDUM OF AGREEMENT BETWEEN THE CITY OF GREENVILLE AND WEST GREENVILLE REGIONAL RESOURCES, INC. – APPROVED

Ms. Rosa Sydney of West Greenville Regional Resources, Inc. explained that the group is applying for official recognition for Operation Weed and Seed. A major criterion for certification is that they collaborate effectively with the City government. She asked that the City sign a memorandum of understanding for participation in the Weed and Seed initiative.

Motion was made by Council Member Council and seconded by Mayor Pro-Tem Miller to enter into a memorandum of agreement with the West Greenville Regional Resources, Inc. regarding Operation Weed and Seed. Motion carried unanimously. (Contract No. 1291)

## REVIEW OF OCTOBER 9, 2003 CITY COUNCIL MEETING AGENDA

The Council did a cursory review of the items on the October 9, 2003 City Council agenda and reviewed the appointments to Boards and Commissions.

## COMMENTS FROM MAYOR AND CITY COUNCIL

Council Member Glover commended Craig Goess for his donation so that the Greenville Toyota Amphitheater could become a reality. It is unfortunate that a big deal has been made out of this becoming commercial. It is unfair to Mr. Goess and his family.

Mayor Pro-Tem Miller stated that \$48,000 was raised for Crimestoppers during the telethon.

Council Member Council stated that the State NAACP had its 60<sup>th</sup> convention here and it was well attended. There were two phases of the convention, one for youth under 21 and one for adults over 21.

Council Member Council stated that the 4-H has nine booths at the Pitt County Fair.

Council Member Dunn stated that the City had done well with United Way.

Council Member Dunn stated that she will participate in the pie judging at the Pitt County Fair.

## CITY MANAGER'S REPORT

### Information on Fire Prevention Week Activities

City Manager Davis stated that October 5-11 is Fire Prevention Week, and many activities have been planned by the Fire/Rescue Department.

### Reminder of the Dedication Ceremony for the Greenville Toyota Amphitheater on Sunday, October 19, 2003 at 2:00 p.m.

City Manager Davis reminded the City Council of the dedication ceremony for the Greenville Toyota Amphitheater on Sunday, October 19, 2003 at 2:00 p.m.

### Consideration of a possible date and subject for the January 2004 City Council Planning Session

City Manager Davis asked the Council to come up with a possible date and subject for the January 2004 City Council planning session.

After discussion, the Council decided that they would prefer to meet for three Thursday afternoons at 4:00.

Motion was made by Council Member Little and seconded by Council Member Dunn to meet regarding the Capital Improvement Program for three consecutive Thursdays beginning with

January 15, 2004 at 4:00 p.m. in the City Council Chambers and for the meetings to last no longer than three hours. Motion carried unanimously.

Reminder of the North Carolina League of Municipalities Annual Meeting on October 12-14, 2003 in Winston-Salem, North Carolina

City Manager Davis reminded the Council of the North Carolina League of Municipalities Annual Meeting on October 12-14, 2003 in Winston-Salem, NC.

Discussion on whether to have a joint meeting on Wednesday, October 22, 2003 at 6:30 p.m. with the Comprehensive Plan Committee, the Planning and Zoning Commission, and City Council

Upon being asked by City Manager Davis if the Council would like to have a joint meeting with the Comprehensive Plan Committee, Planning and Zoning Commission, and City Council, the Council decided not to have an extra meeting but to go to the Planning and Zoning Commission hearing if they are interested in doing so.

ADJOURN

Motion was made by Council Member Glover and seconded by Council Member Dunn to adjourn the meeting at 7:45 p.m. Motion carried unanimously.

Respectfully submitted,

Wanda T. Elks, CMC  
City Clerk